

20000605.ba v02_n915.bam.20000605

>From ???@??? Mon Jun 5 12:12:37 2000 -0500
Message-Id: <200006051711.e55HBCu14874@sco.theporch.com>
Date: Mon, 5 Jun 2000 12:10:48 CDT
From: Old Tube Radios <boatanchors@theporch.com>
To: Old Tube Radios <boatanchors@theporch.com>
Subject: BOATANCHORS digest 2915

BOATANCHORS Digest 2915

Topics covered in this issue include:

- 1) Re: Babcock B-500-SG Transceiver???
by George J Misic <ke8rn@juno.com>
- 2) Re: HQ-180A Sideband alignment question
by John Kolb <jlkolb@cts.com>
- 3) Tube data needed for 502A
by Arden Allen <gumbear@pacbell.net>
- 4) Solvents - Re: Selective paint stripping
by "Barry L. Ornitz" <ornitz@tricon.net>
- 5) RE: Military communications equipment collectors and restorers...
...
by Merz Donald S <merz.ds@mellon.com>
- 6) WTB: Manuals: ZM-3A/U Capacitor tester, TS-585-C/U Output Meter
by Roy Morgan <roy.morgan@nist.gov>
- 7) WTB: WS-19 Mount
by CEMILTON@aol.com
- 8) Rebuilding electrolytics revisited-somewhat lengthy
by James.Reid@merisel.com
- 9) Reforming, Chapter CCXXVI
by Merz Donald S <merz.ds@mellon.com>
- 10) Small Phone Plug Source
by jim_allen@agilent.com
- 11) ADMINISTRIVIA: Using The Archives
by listown@jackatak.theporch.com (Mail List Owner)
- 12) RE: Small Phone Plug Source
by "Ed Sieb" <sieb@sympatico.ca>
- 13) RE: Small Phone Plug Source
by "Ed Sieb" <sieb@sympatico.ca>
- 14) Re: Small Phone Plug Source
by brian.k.harris@philips.com
- 15) GRC-109
by BEN NOCK <G4BXD@compuserve.com>
- 16) Re: Reforming, Chapter CCXXVI
by Arden Allen <gumbear@pacbell.net>

To: Old Tube Radios <boatanchors@theporch.com>
Cc: boatanchors@theporch.com
Date: Sun, 4 Jun 2000 23:08:17 -0400
Subject: Re: Babcock B-500-SG Transceiver???
Message-ID: <20000604.233023.-300047.1.KE8RN@juno.com>
MIME-Version: 1.0
Content-Type: text/plain
Content-Transfer-Encoding: 7bit
From: George J Misic <ke8rn@juno.com>

I worked for a ham radio store [Bernie's Ham Shack; Cleveland, Ohio] whilst in college back then; I remember this radio being promoted. Bernie's was to be a dealer. I am certain that it was never actually built. It would have been a neat rig, especially with the optional high level AM modulator. Somewhere, I might have some sales literature covering it. 73; have fun.

George KE8RN

On Fri, 2 Jun 2000 15:27:26 -0400 thompson@mindspring.com writes:
> In 1967 L.E. Babcock & Co. Maynard, Mass advertised the B-500-SG
> transceiver in 73 (the ad I have is in the Oct 67 issue page 25).
> This was
> an ambitious project
> using 4CX250B's in the final with listed input of 500W AB1 on SSB,
> and 500W
> Class C AM and CW.
> The Modulator was a separate unit. The transceiver had two VFO's
> one for
> transceive and one for receive (so you could split freq)
> in 8 500kcs bands coverage was for any 8 ranges between 3.5 and 30
> mcs.
> It looks more like a piece of test gear
> than ham gear.
>
> Does anyone know if this every got into production??? I was busy
> in
> College at the time starting my Masters program
> so did not pay much attention to ham radio at the time. The ad
> said for
> more details see the Dec 1966 and April 67 73. Jim Fisk
> was the editor of 73 then so it did have creditability.
>
> 73 Dave K4JRB
>

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<http://dl.www.juno.com/get/tagj>.

Date: Sun, 4 Jun 2000 22:14:50 -0700 (PDT)

From: John Kolb <jlkolb@cts.com>

To: Old Tube Radios <boatanchors@theporch.com>

cc: Old Tube Radios <boatanchors@theporch.com>

Subject: Re: HQ-180A Sideband alignment question

Message-ID: <Pine.BSF.4.21.0006042150440.93484-100000@king.cts.com>

MIME-Version: 1.0

Content-Type: TEXT/PLAIN; charset=US-ASCII

On Sun, 4 Jun 2000 W4UOC@aol.com wrote:

> At the recent Atlanta Hamfest I acquired a HQ-180A in better than average
> condition.
> However, When in the AM position and I switch from (Both) sidebands to
> (Upper) and then to (Lower) I have to significantly retune the receiver to
> get the sideband into the passband selected.
>
> This does not seem to be a problem in the SSB mode.
>
> >From the manual it explains that on SSB it uses a xtal osc in the 180A but
> that osc is not, of course, used in either the AM or CW modes. Thus, I
> suspect that one if not both of the IFs is mistuned.

If I understand your problem correctly, based in it working
as expected in SSB, it sounds like normal operation.

When in the SSB mode, and presumably zero beat with the AM
station, with the selectivity switchs set to BOTH and 3 KC,
the IF bandwidth is 6 kc wide centered on 60 Kc, the 3rd if freq.
When you change the switch from BOTH to LOWER, the mulitude of
caps and loading resistors change the IF bandwidth from 6 to
3 kcs, measured at the -10 db points from the graph in the 180A
manual, from 57 to 60 kcs. Since the mode switch is set to SSB,
the BFO is on, and only the LSB of the AM station is received.
If switched to UPPER, the IF BW extends from 60 to 63 kcs,
and the USB of the AM station is received.

If the BW switch is set back to BOTH, and the MODE switch set
to AM, the BFO is removed, and standard AM detector is used,
detecting the AM station sidebands by beating them against
the AM station's own transmitted carrier. If the 180A is then
switched to LOWER, the IF bandwidth goes from 6 kcs wide
to 3 kc wide, but with the station's carrier 10 db down from

the audio sideband level. Thus you would have to retune the 180A slightly to get the transmitted carrier higher up on the slope of the IF selectivity curve. Since the filter shape is pretty much a smooth hump rather than the rectangular shape of a mechanical filter, the tendency will be to tune 1.5 kcs so that the carrier is in the center of the IF bandwidth. When switching from LOWER to UPPER, you would tune in the other direction.

Try the above by fine tuning with the calibrated vernier control instead of main or bandsread tuning, and see if the significantly retune isn't + and - 1 1/2 kcs.

Eat your heart out 390 owners - you don't have all these controls to play with :)

Just trying to start an argument here to distract from the recent military radios are/are not BA's discussions.

John

Date: Sun, 04 Jun 2000 22:32:02 -0700
From: Arden Allen <gumbear@pacbell.net>
Subject: Tube data needed for 502A
To: Old Tube Radios <boatanchors@theporch.com>
Message-id: <0FV000IKB20UFF@mta5.snfc21.pbi.net>
MIME-version: 1.0
Content-type: text/plain; charset=ISO-8859-1
Content-transfer-encoding: 7bit

Toobists;

Gotta tube here that I can't find data on. It is a military type JAN CG 502A, made by General Electric, federal stock number 5960-193-5122, date packed 11/62. It is a metal octal base tube, looking like a 6SK7 or such. What is it? Does it cross to a more familiar type? Anybody need one (I have 3 NIB)?

Arden Allen KB6NAX Vallejo, CA gumbear@pacbell.net

Message-ID: <006001bfceb0\$bfce5680\$684d62d8@naxs.com>
From: "Barry L. Ornitz" <ornitz@tricon.net>
To: Old Tube Radios <boatanchors@theporch.com>
Subject: Solvents - Re: Selective paint stripping

Date: Mon, 5 Jun 2000 01:41:49 -0400
MIME-Version: 1.0
Content-Type: text/plain;
charset="iso-8859-1"
Content-Transfer-Encoding: 7bit

Arden Allen, KB6NAX, gave a good description of selectively removing paint from an old Hallicrafters SX-110. I would like to add a few chemical pointers for others who wish to try such tasks.

To start, the original paint must be an enamel, not a lacquer. Fortunately most older gear used enamel finishes, and some of these were even baked enamel. The same cannot be said for many modern radios. The reason that the original finish must be an enamel is that with this type of paint, the oils in the paint cross link upon drying with exposure to oxygen. The result is an extremely high molecular weight finish that is not attacked by most solvents. Lacquers, on the other hand, are coating which are dissolved in solvents. When applied to a surface, the solvents evaporate leaving the coating behind. This coating is of much lower molecular weight, and having been designed to be applied by solvent, it can usually be re-dissolved in new solvents. I think Arden hit the ideal situation where the original paint would not dissolve yet the new finish did.

Arden also made a wise choice in solvents. The mineral spirits or naphtha was mixed with a more "aggressive" solvent to produce a mix that worked. Essentially the mineral spirits or naphtha attacks few lacquers (unless they are fresh). Arden used a carburetor cleaner as the more aggressive component. Looking at the MSDS he pointed to shows that it is a mixture mainly of toluene, acetone, and methyl alcohol. This is a good choice for many lacquers and fresh paints.

But let me add a word of warning... Do not use trichlorethylene-based brake cleaners. These are much more aggressive and are likely to attack the underlying original paint. Also some carburetor cleaners contain more aggressive solvents than the one chosen by Arden.

Arden noted that as he increased the percentage of the carburetor cleaner, it became more aggressive. In his case, using it at full strength did not harm the original finish. But remember this was for the particular paint combination

Arden encountered. With other paint combinations, it might have taken off the original paint too. The best approach is to experiment, as Arden did, increasing the "aggressiveness" of the solvent as needed to take off the new paint, but not attacking the original.

If you intend to strip to bare metal, you would probably start with one of the stronger solvents like methylene chloride, trichloroethylene, or perchloroethylene.

If you intend to only clean grease and oil from a painted surface, mineral spirits or naphtha would be chosen (but you still need to test first in an inconspicuous place like behind a knob skirt).

For intermediate applications, like Arden's, toluene (toluol), acetone, and denatured alcohol are available in most paint stores. Lacquer thinner and methyl ethyl ketone (MEK) are somewhat more aggressive, but may be needed in some applications. Buying the pure materials like toluene and acetone is usually cheaper than buying a premixed material (and you know what is there which you might not with an unknown carburetor cleaner).

By knowing what these solvents do to paint, you can better decide what type of paint to use when restoring old gear. Lacquers generally produce a good finish, but a thin one. They rarely cover deep scratches in a single coat, but they can be most easily removed in the future. Most inexpensive spray paints are lacquers.

Enamel paints tend to be thicker and hence do a better job of hiding and filling scratches. They take more care in application, but if applied properly they are more durable. They cannot be removed easily, however, so consider them a permanent finish. This is especially true for epoxy and urethane enamels. So when using them, do the job right the first time or you can expect to almost go back to bare metal before starting over.

Powder coatings can involve several variations on the chemistry used. Some react at high temperature and crosslink making an extremely durable finish. Others just melt, but because they are not applied with a solvent, they can be of a higher molecular weight than a lacquer. This makes them somewhat more resistant to solvents.

Modern latex paints, which we might consider using today,

can often be removed with the proper solvent. Again, what they are applied over is usually the important thing when considering removal.

On silk screened lettering, especially over enameled surfaces, enamel paints would again be used as the inks. Lacquers are not good choices for silk screening as the solvents evaporate too fast. If the silk screening were performed within a few days of the original painting, they should be quite durable. Silk screening lettering applied at a much later date generally will not adhere nearly as well.

In a restoration, especially when lacquers are used and new lettering is applied, it is common to spray several coats of a clear lacquer (Crystal-Clear Krylon, for example) over the finish. In this case, the new paint must wait a day or two before the clear lacquer is applied. The clear lacquer is generally quite easily removed with solvents, but note that you may attack the underlying paint too. Rub-on lettering, like Datak, should be given several protective coats of clear lacquer. Start with a very thin coat and build up the thickness with several coats of increasing thickness. Unfortunately these letters usually come off when the lacquer is removed.

Arden mentioned the safety practices needed when working with these solvents, and I would like to remind folks also. LOTS of ventilation is needed, and all of these solvents are quite flammable. Working outdoors, at least 30 feet from any potential spark or flame is advised. The vapors of these solvents are hazardous to breathe and most of these solvents can be absorbed through the skin. Solvent resistant gloves and safety glasses are necessities. The green Nitrile (Buna N) gloves sold in Home Depot and other stores for working with solvents are advised.

One final warning is necessary. Almost all of these solvents will readily attack most plastics. So keep them away from plastic meter covers or faces, knobs, rubber feet, trim, etc.

73, Barry L. Ornitz WA4VZQ ornitz@tricon.net

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Message-ID: <20000605122028.26597.qmail@mellon.com>
From: Merz Donald S <merz.ds@mellon.com>
To: Old Tube Radios <boatanchors@theporch.com>
Subject: RE: Military communications equipment collectors and restorers...

...
Date: Mon, 5 Jun 2000 08:16:16 -0400
MIME-Version: 1.0
Content-Type: text/plain

What is the hint and who is giving it? I'd sure prefer that you did not do that. I collect both and I don't see any conflict. The BA list has a long and excellent history of smoothly integrating both. Now someone comes along who doesn't know how to use their delete key and we decide to change everything? This makes no sense.

The BA list has always been accommodating to lots of things tat are relevant to BAs. We have engaged in long message threads from the CW types and the AM-only types and the key collectors on this list. Why do we now get our underwear in a twist over discussing military surplus?

Anyone who wants a more restrictive list to play in should go form one as Gene Ripen did quite nicely with BASWAPLIST. It's one thing for military collectors to form their own list. It is quite another for non-military collectors to say that current BA list members should go elsewhere if they want to discuss military gear.

There are always some people that need to learn that not all their ideas are good ideas. This is sure one of those cases in my view.

73, Don

> -----Original Message-----
> From: Hue Miller [SMTP:kargokult@proaxis.com]
> Sent: Friday, June 02, 2000 5:47 PM
> To: Old Tube Radios
> Subject: Re: Military communications equipment collectors and
> restorers.....

>
>

> -----Original Message-----
> From: DavidC <eDoc@netzero.net>

>
>

> |Folks can get hooked into the Military gear WebRing at:
> |<http://www.qsl.net/w9tad/index.htm>

>

>
> "B-S".
> Many of us, i suspect, don't want to post
> technical discussions on a anemic military
> vehicles trading board.
> Okay, i for one, get the hint, i will restrict
> my non-hamgear postings to
> milsurplus@qth.net
> Tnx & 73 de Hue Miller

Message-Id: <4.2.0.58.20000605101131.00b2d1a0@sdct-sunsrv1.ncsl.nist.gov>
Date: Mon, 05 Jun 2000 10:12:28 -0400
To: Old Tube Radios <boatanchors@theporch.com>
From: Roy Morgan <roy.morgan@nist.gov>
Subject: WTB: Manuals: ZM-3A/U Capacitor tester, TS-585-C/U Output Meter
Mime-Version: 1.0
Content-Type: text/plain; charset="us-ascii"; format=flowed

Anchorites,

Wanted: manuals (copy is fine) for:

ZM-3A/U Capacitor test set.
TS-585-C/U Audio Output Meter

Happy to trade manual copies from my collection.

Roy
-Keep em glowing!
Roy Morgan, K1LK Y since 1959
7130 Panorama Drive
Derwood MD 20855
301-330-8828

From: CEMILTON@aol.com
Message-ID: <d.5a8edbc.266d1a8d@aol.com>
Date: Mon, 5 Jun 2000 11:00:29 EDT
Subject: WTB: WS-19 Mount
To: Old Tube Radios <boatanchors@theporch.com>
MIME-Version: 1.0
Content-Type: text/plain; charset="US-ASCII"
Content-Transfer-Encoding: 7bit

I am looking for the mount for a WS-19. Prefer that it has the straps and the rubber shock mounts if at all possible. I sent one as part of a deal but

it apparently didn't arrive and I need one to replace it.

Any help is appreciated.

Thanks

Chuck
W4MIL

Mime-Version: 1.0
Date: Mon, 5 Jun 2000 08:08:41 -0700
Message-ID: <009670E1.C22034@merisel.com>
From: James.Reid@merisel.com
Subject: Rebuilding electrolytics revisited-somewhat lengthy
To: Old Tube Radios <boatanchors@theporch.com>
Content-Type: text/plain; charset="US-ASCII"
Content-Transfer-Encoding: 7bit
Content-Description: cc:Mail note part

Greetings again, all.

I have finished rebuilding all the electrolytics for my old RCA set. It was a real challenge and definitely a lengthy process. The caps are all back in the original homes and wired into the chassis.

The aluminum epoxy putty I used to reseal the cans worked well. You get about a minute or two of working time, before the stuff sets up. In 5 minutes, any flaws are permanent. After about 15 minutes, I took a bastard file and evened out the epoxy bead around where the can was cut open.

Does it look like original? Well, no, not exactly. It's not gonna pass the museum test. But when the electrolytics are reinstalled, you can't really see the seal. And if I was shooting for originality, all those Orange Drops aren't gonna cut it, either. I'm after functionality and durability. I actually want to watch this set.

Barry Ornitz had mentioned to me in an offline email about allowing for a vent if the replacement electrolytics should let go. Makes sense, but I did not repot the can after installing the new caps, so there's lots of empty space in there. The new caps look like they have built in venting protection. My question is how did the original electrolytics deal with venting? I see no place for a vent on the old cans. And the rubber seal is worse than a wine cork. It blocks off EVERYTHING! Seems to me an old electrolytic with a head of steam could only release itself by splitting the can. I'll bet that's impressive!!

I powered the set up last night(sans CRT) with the variac and within about 30 seconds I was greeted by 375 VDC B+(and no smoke, either! Just that good ol' musty/dusty hot tube smell). Another 15 seconds and I started to hear the 15KHz whine of the horizontal oscillator. I've got a bit more clean up on the chassis to do yet and then pop the tuner and apply De-Oxit. Probably ought to run the rest of the tubes thru the checker, too.

I picked up a Sylvania 8XP4 test CRT earlier this year. I'm gonna give that a try as opposed to trying to align the set in its cabinet. The 17CP4 is a metal CRT(meaning the whole back of the CRT is at second anode potential!) and it just looks too easy to brush up against it while fiddling with adjustments. If there's any old TV repair folks out there, I'd be interested in hearing your experiences(on alignment, not getting zapped. hi!).

That's it for now. Hopefully my next note will announce the presence of a raster. As part of a PM scheme, I mounted a couple of Pentium CPU fans inside the high voltage cage, one aimed at the horizontal output tube and the other at the flyback. A voltage tripler off the 6v filament supply provides just enough voltage to operate the fans. They must suck a lot of current, tho, because the open circuit voltage of the tripler is around 23 volts, but with the two fans running, I'm getting about 8 volts. The tripler caps are 100uf tantalums. Maybe more capacity?? I'm not too concerned as the fans spin up fine, move some air, and are much quieter than at the rated voltage.

Keep 'em glowing!

-Jim N6SVS

Message-ID: <20000605154147.19659.qmail@mellon.com>
From: Merz Donald S <merz.ds@mellon.com>
To: Old Tube Radios <boatanchors@theporch.com>
Subject: Reforming, Chapter CCXXVI
Date: Mon, 5 Jun 2000 11:37:29 -0400
MIME-Version: 1.0
Content-Type: text/plain

This is either a stupid question or old business for this list, but please bear with me. Recently, I picked up some NOS Aerovox multi-section can electrolytic capacitors. I want to reform these but I am not sure whether I should be reforming all sections at once or one section at a time. Isn't the idea that reforming rebuilds the electrolytic film on one side of the foil? Isn't that a chemical action? Does it make sense for that action to be taking place in one section of the cap and not in the others if the cap is reformed one section at a time? In the past, I have always done this one section at a time. But now I am wondering if that is the right approach or not, or if it matters at all.

Any thoughts on this?

73, Don Merz, N3RHT

From: jim_allen@agilent.com
Message-ID: <1BEBA5E8600DD4119A50009027AF54A0218B10@axcs04.cs.itc.hp.com>
To: Old Tube Radios <boatanchors@theporch.com>
Subject: Small Phone Plug Source

Date: Mon, 5 Jun 2000 12:00:49 -0400
MIME-Version: 1.0
Content-Type: text/plain;
charset="iso-8859-1"

Any one know where to get the smaller sized two
conductor phone plugs? I think they are 3/16"
in diameter. Used on Drakes, 51J4's etc.

RE,

Jim

Nu6AM

Message-Id: <200006051615.e55GF1H20770@jackatak.theporch.com>
From: listown@jackatak.theporch.com (Mail List Owner)
To: Old Tube Radios <boatanchors@theporch.com>
Subject: ADMINISTRIVIA: Using The Archives
Date: Mon, 5 Jun 2000 11:15:01 CDT

Gang-

!!!THIS INFORMATION HAS CHANGED!!!!

!!!SAVE THIS FILE FOR FUTURE REFERENCE!!!!!!

This periodic post is designed to help everyone gain more value from
their boatanchors subscription.

Often I receive an email request, or I read on the list, of someone
who is aware there is an archive available with some special files
with special information that is of a more permanent nature than a
post to the list, but who is unaware of how to retrieve these gems.

In the archives, there are cross-reference tables for Tubes, Military
Equipment Nomenclature, suggestions for restorations and modifications
to our beloved fire bottle rigs, and some wonderful stories of real
adventures and the people involved.

These files may be accessed by the Web... quickly and easily.
These files can also be accessed by email.

For WWW access:

go to <http://www.theporch.com>
select "Mailing List Web Interface"
on your first time there, click "Register For Full Account"

follow the instructions, and BE SURE you use the email address that you have your BoatAnchors mail addressed to -- this interface will work ONLY for members of the list!

Once registered, you can:

- search the archives of previous posts (so far we haven't loaded all the previous posts online, but that is in the works;
- download the index of files;
- retrieve individual files
- manage your subscription via the web interface

AWESOME!

For email access:

Step One:

- send an email (leave the subject blank, or, if your mailer requires a subject, type a single character, like "a" in the subject box) to:

listproc@sco.theporch.com

Step Two:

- in the body type:

index boatanchors

NOTE: The index **includes** all the previous articles now available through the web interface, so the index is HUGE and difficult to search -- the web interface is much easier.

Step Three:

- after checking out the index for files of interest, and finding the one or more you want to have sent to you, send another email to:

listproc@sco.theporch.com

- and, in the body, type:

get boatanchors file.name

- where you substitute the name of the file from the index for "file.name"

This should get you off to a good start. If you encounter any problems, please let me know at the address below.

--

73

Jack, W4KH/Mobile - - - Mailing List Archiver/Owner - - -

listtown@jackatak.theporch.com - "Plus ca change, plus c'est la meme chose"

"Il n'y a que les idiots qui ne changent jamais d'idee"

Mon Jun 5 11:15:00 CDT 2000

From: "Ed Sieb" <sieb@sympatico.ca>
To: Old Tube Radios <boatanchors@theporch.com>
Subject: RE: Small Phone Plug Source
Date: Mon, 5 Jun 2000 12:25:02 -0400
Message-ID: <LOBBJH0L00HLIPLONIAFKEOIC0AA.sieb@sympatico.ca>
MIME-Version: 1.0
Content-Type: text/plain;
charset="iso-8859-1"
Content-Transfer-Encoding: 7bit

See:
<http://www.switchcraft.com/products/jack-135b.html>
For specs and info.
.206" COMMERCIAL PHONE PLUGS:
S260: screw type, 3-cct plug
S267: solder lug type 3-cct plug
See Allied, Newark, etc for stock
<http://209.39.171.2/evs/mfg2.asp?mfg=SWITCHCRAFT&urlpath=&urltext=&part=S260>
stock update on S260
<http://209.39.171.2/evs/mfg2.asp?mfg=SWITCHCRAFT&urlpath=&urltext=&part=S267>
stock update on S267

These will show who has 'em and how many at time of inquiry.

Good luck,

Ed
VA3ES

> -----Original Message-----
> From: owner-boatanchors@theporch.com
> [mailto:owner-boatanchors@theporch.com]On Behalf Of
> jim_allen@agilent.com
> Sent: Monday, June 05, 2000 12:01 PM
> To: Old Tube Radios
> Subject: Small Phone Plug Source
>
>
> Any one know where to get the smaller sized two
> conductor phone plugs? I think they are 3/16"
> in diameter. Used on Drakes, 51J4's etc.
>
> RE,
>
> Jim
>

> Nu6AM

>

>

From: "Ed Sieb" <sieb@sympatico.ca>
To: Old Tube Radios <boatanchors@theporch.com>
Subject: RE: Small Phone Plug Source
Date: Mon, 5 Jun 2000 12:42:02 -0400
Message-ID: <LOBBJH0L00HLIPLONIAFAEOJC0AA.sieb@sympatico.ca>
MIME-Version: 1.0
Content-Type: text/plain;
 charset="iso-8859-1"
Content-Transfer-Encoding: 7bit

On my previous posting, the URL's may have gotten truncated
due to line wrap.

The very last characters at the end of the URL

http://209.39.171.2... etc., should read:

... part=S260

The wrong number will produce a wrong stock update on the
wrong item.

These long URL's are hard to send over the reflector.

Ed

From: brian.k.harris@philips.com
To: Old Tube Radios <boatanchors@theporch.com>
Cc: <boatanchors@theporch.com>
Subject: Re: Small Phone Plug Source
Message-ID: <0056910005356425000002L152*@MHS>
Date: Mon, 5 Jun 2000 11:46:25 -0500
MIME-Version: 1.0
Content-Type: text/plain; charset=iso-8859-1; name="MEMO 06/05/00 11:52:44"
Content-Transfer-Encoding: quoted-printable
Content-Disposition: inline

Jim,

These plugs are not 3/16" like many think. They are .206" and are available from Digi-Key and made by Switchcraft. From a 1998 catalog, the two conductor is \$3.19 and is p# S250 and the three conductor costs \$5.30 and is p# S260.

Brian

jim_allen@agilent.com@SMTP@theporch.com on 06/05/2000 11:06:54 AM
Please respond to jim_allen@agilent.com@SMTP=20
Sent by: owner-boatanchors@theporch.com
To: boatanchors@theporch.com@SMTP
cc: =20
Subject: Small Phone Plug Source
Classification: Restricted
Any one know where to get the smaller sized two
conductor phone plugs? I think they are 3/16"
in diameter. Used on Drakes, 51J4's etc.

RE,

Jim

Nu6AM

=

Date: Mon, 5 Jun 2000 13:04:20 -0400
From: BEN NOCK <G4BXD@compuserve.com>
Subject: GRC-109
To: Old Tube Radios <boatanchors@theporch.com>
Message-ID: <200006051305_MC2-A789-A9E3@compuserve.com>
MIME-Version: 1.0
Content-Transfer-Encoding: quoted-printable
Content-Type: text/plain;
charset=ISO-8859-1
Content-Disposition: inline

I would like to obtain the burst keyer for the GRC-109 tx. =

my T784 has a miniature 10 pin socket on the front for use
with the keyer. If anyone has the circuit and pin connections for this
I'd like to get a copy. =

While the tx, rx and psu come in their screw down lid caskets =

was there a fourth box or bag or similar to hold bits like headphones, =

odd leads, aerial wire, tools etc ?

cheers, Ben G4BXD.

www.qsl.net/g4bxd

Date: Mon, 05 Jun 2000 10:06:25 -0700
From: Arden Allen <gumbear@pacbell.net>
Subject: Re: Reforming, Chapter CCXXVI
To: Old Tube Radios <boatanchors@theporch.com>
Message-id: <0FV000ESTY66LT@mta5.snfc21.pbi.net>
MIME-version: 1.0
Content-type: text/plain; charset=ISO-8859-1
Content-transfer-encoding: 7bit

Hi Don;

>I want to reform these but I am not sure whether I
> should be reforming all sections at once or one section at a time.

I know of no logical argument in favor of doing it either way. If you are not controlling the current into the capacitor and it starts heating up you are in trouble either way. If I'm in a hurry to reform a cap I will jumper the high voltage sections together and set the test voltage on my Sprague T0-4 to the lowest voltage section. The series resistance of the tester is high so the voltage will be pulled down by a leaky section anyway. As long as the leakage current decreases to a normal low range I'm not too worried that the different sections are not being adequately reformed. If the cap has a low voltage section (25-50V) I'll check it for leakage separately and give it a little reforming time.

Arden Allen KB6NAX Vallejo, CA gumbear@pacbell.net

End of BOATANCHORS Digest 2915
